Pawtucket, 14.9 miles had been run in 17 1/2 minutes—54.5 miles per hour. Providence, 43 1/2 miles, was reached at 1.59 P.M. Speed from the crossing, 47 miles per hour. There were five cars, and the engine had 5 1/2-foot drivers.

The fastest train on the New York Central is from New York to Albany, 142 miles, in three hours thirty minutes, without a stop—40.5 miles per hour.

These figures should, I think, be sufficient to show that regular trains in this country seldom cover a mile in sixty seconds, though there is much loose talk about running sixty miles an hour. It has been said that it is impossible for an engine with 5 1/2-foot drivers to make a mile a minute. In England I timed the Scotch express, fifty-nine miles per hour, and it is said on good authority that it is not uncommon for English express trains to make sixty to seventy miles per hour; but there driving wheels eight feet in diameter, coupled or uncoupled, are used.

In England there are so many fast trains running at nearly the same speed that it is difficult to name the fastest, but the following are at least among them:—

The "Flying Scotchman" (via Gt. Northern) runs to Edinburgh, 397 miles, in nine hours, including stops, or 44 miles per hour.

The Great Western Railway has a 7-foot gauge and its "Flying Dutchman" is still perhaps the fastest train in the world. It runs from London to Exeter, 194 miles, in 4 1/2 hours, which, excluding 20 minutes' halt on the way, is 49 5 miles per hour.

The Leeds summer expresses on the Great Northern run 186 1/4 miles in 3 1/2 hours, or 49.4 miles per hour, including two stops. Grantham to Wakefield, 70 1/4 miles, in one hour seventeen minutes, is 54.7 miles per hour. This last is claimed to be the fastest run in the world. In America there is nothing which compares to these trains.

Many of the French expresses are fast. I believe the fastest long distance run is from Paris to Bordeaux, 359 miles, in nine hours ten minutes, or over 39 miles per hour. Excluding the seventeen stops, the average running speed is 42.5 miles per hour. I do not think this performance is equalled with us.

Taking Germany and Austro-Hungary together, we find the fastest trains in North Germany. Probably the fastest goes from Berlin to Hanover, 158 1/2 miles, in three hours forty-eight minutes, with two stops, or 41.7 miles per hour, which is also not surpassed in America. This is part of the through line between Berlin and Paris, and is, perhaps, the best example of a very long-distance train abroad. The distance is 668 miles, accomplished in 22 1/2 hours, or about 30 miles per hour, notwithstanding the fact that three countries are traversed, with custom-house formalities at the frontiers. On account of these delays, this is beaten with us by the New York-Chicago trains, which average some 35 miles per hour for over 900 miles.

In Italy, the only quick train is the mail, which goes from Bologna to Brindisi, 472 miles, in 14 hours 55 minutes, including three stops, or 31.5 miles per hour. This train is largely due to English enterprise, as it carries the English mail and takes only through passengers.

In Switzerland and Russia there are no trains exceeding 27 miles per hour. In Belgium, some travel as fast as 42 miles per hour, but these are generally the through trains between France and Germany, and may be considered with the trains of those countries.

Thus it will be seen that the speeds of the fastest Continental trains about equal our own, except for very long runs, where we have the advantage.

The members of the classes in mechanics spending Christmas away from home were entertained by Prof. Lanza, assisted by his mother and sister, on Saturday evening, Dec. 23. There were present Messrs. Bardwell and Paddock, '83; Ilsley, Kerr, Callahan, Sturgis, Fitch, Baldwin, Rich, and Bunce, '84; also C. M. Wilkes, '81, last year's assistant in mechanics. The company broke up about 11.30 P.M., after a most delightful evening.